








TEMPORARY TRAFFIC CONTROL TYPICAL APPLICATION

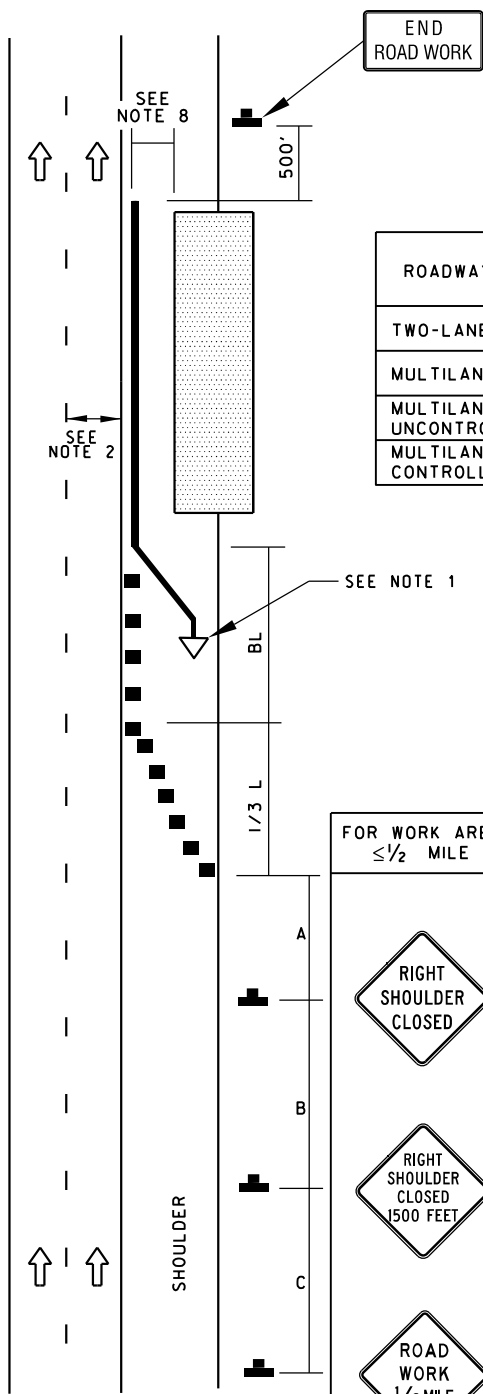
IMPORTANT:
THIS DRAWING SHALL BE USED IN COMBINATION WITH THE GENERAL NOTES MD 104.00-01 - MD 104.00-18 AND STANDARD DETAILS MD 104.01-01 - MD 104.01-81

NOTES:

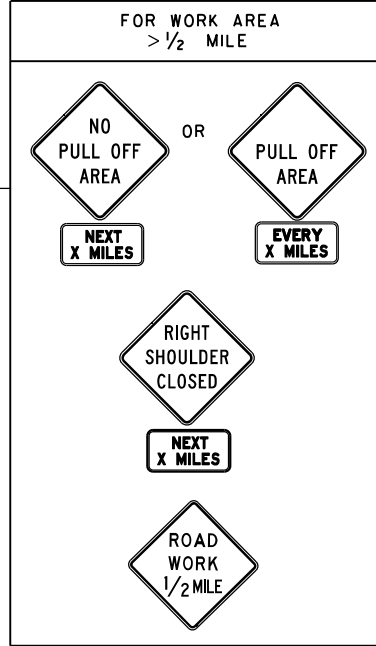
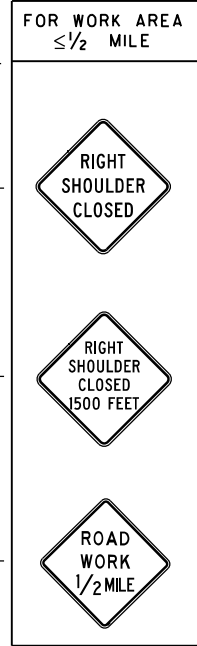
1. REFER TO MD 104.01-23A, 104.01-23B AND OTHER APPLICABLE STANDARDS FOR TEMPORARY TRAFFIC BARRIER CHANNELIZATION AND PROTECTION OF THE BARRIER FLARE SECTIONS.
2. ENSURE THAT NO TRAVEL LANE HAS BEEN REDUCED TO LESS THAN 11 FT ON EXPRESSWAYS/FREEWAYS, AND 10 FT ON OTHER ROADWAYS. THE ENGINEER MAY REQUIRE WIDER LANE WIDTHS AS NECESSARY. THIS MAY NECESSITATE A SHIFT IN THE PAVEMENT MARKING LINES.
3. SHOULDER CLOSED WARNING SIGNS SHALL HAVE THE LEGEND "SHOULDER CLOSED" OR "RIGHT (LEFT) SHOULDER CLOSED"
4. SHOULDER CLOSED, NO PULL OFF AREA, AND PULL OFF AREA SIGNS SHALL BE MOUNTED ON THE SIDE OF THE ROADWAY WHERE THE SHOULDER IS AFFECTED. USAGE OF THESE SIGNS ON THE OPPOSITE SIDE OF DIVIDED HIGHWAYS IS OPTIONAL. MOUNT ALL OTHER SIGNS ON BOTH SIDES OF THE WORK-AFFECTED ROADWAY ON DIVIDED HIGHWAYS.
5. FOR THE OPPOSITE APPROACH ON TWO-LANE TWO-WAY ROADWAYS MOUNT A "ROAD WORK AHEAD" SIGN 1000 FEET IN ADVANCE OF WORK AREA. ALSO, MOUNT AN "END ROADWORK" SIGN 500 FEET PAST THE WORK AREA.
6. FOR DROP-OFF WITH AN ADJACENT LANE CLOSURE, SEE STANDARD MD 104.06-19.
7. THERE SHALL BE A MINIMUM OF SEVEN CHANNELIZING DEVICES IN THE SHOULDER TAPER.
8. OFFSET SHALL BE PROVIDED TO ACCOMMODATE BARRIER DEFLECTION IF IMPACTED.

KEY:

-  CHANNELIZING DEVICES
-  SIGN SUPPORT
-  FACE OF SIGN
-  DIRECTION OF TRAFFIC
-  WORK SITE
-  CRASH CUSHION OR END TREATMENT
-  TEMPORARY BARRIER



| ROADWAY TYPE | DISTANCE BETWEEN SIGNS (FEET) | | |
|---|-------------------------------|-----|------|
| | A | B | C |
| TWO-LANE, TWO-WAY | 800 | 700 | 1100 |
| MULTILANE UNDIVIDED | 800 | 700 | 1100 |
| MULTILANE DIVIDED UNCONTROLLED | 800 | 700 | 1100 |
| MULTILANE DIVIDED CONTROLLED (FWY/EXWY) | 1000 | 500 | 1100 |



| | |
|-----------------------------|---|
| SPECIFICATION 104 | CATEGORY CODE ITEMS |
| APPROVED | <i>Cedric Wald</i> DIRECTOR - OFFICE OF TRAFFIC AND SAFETY |
| APPROVAL SHA REVISIONS | APPROVAL FEDERAL HIGHWAY ADMINISTRATION |
| APPROVAL 8-20-03 | APPROVAL 9-23-03 |
| REVISED 8-11-10 | REVISED 7-29-10 |
| REVISED 2-23-18 | REVISED 6-1-17 |
| REVISED 04-07-26 | REVISED 04-02-26 |

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES

**PAVEMENT EDGE DROP-OFF
GREATER THAN 5 INCHES
WITH SHOULDER CLOSURE**

STANDARD NO. MD 104.06-18